

SECTION 6.5

AVIATION



W A M P O

Wichita Area Metropolitan Planning Organization



Overview

Air transportation plays an important role in the WAMPO region's transportation system. It helps to drive economic development and provides for the movement of people and goods. WAMPO's role in aviation includes recognizing the connections between air facilities and the rest of the transportation network, such as car, bus, and freight access to and from airports.

This section of the MTP provides a brief summary of the existing regional air facilities, historical and projected airport activity, plans and planned facilities, regional needs, and recommendations. For specific details on aviation planning for the region, refer to the 2005 Airport Master Plans for Wichita Mid-Continent Airport and Colonel James Jabara Airport.

Background

The WAMPO region is served by one commercial and one regional airport. Wichita Mid-Continent Airport, the largest airport in Kansas, serves as the primary airport for passenger service and goods movement. Colonel James Jabara Airport serves as a general aviation reliever, providing an option for smaller aircraft such as private jets. There are also privately owned airports in the region which include the Hawker Beechcraft Factory, Cessna Aircraft Field, Maize Airport, Riverside Airport, Westport Airport, and Westport Auxiliary Airport. In addition, there are other privately owned airfields within the region that are not listed here due to their limited impact in regional long range transportation planning. The WAMPO region is also home to McConnell Air Force Base, a military base that serves a national defense role.

The Kansas Airport System Plan (KASP) puts airports into five categories based on the role they serve: **commercial service, regional, business, community, and basic**. For example, Cessna Aircraft Field is categorized as business. At the federal level, the National Plan of Integrated Airport System (NPIAS) designates Wichita Mid-Continent Airport as a primary commercial service airport. The NPIAS designation for Colonel James Jabara is a general aviation



Airplane

KASP Airport Role Designation

Commercial service

airports accommodate scheduled major/national or regional/commercial air carrier service.

Regional airports accommodate regional economic activities, connect the state and national economies, and serve all types of general aviation aircraft.

Business airports accommodate local business activities and general aviation users.

Community airports serve a supplemental role in local economies, primarily serving business, recreational, and personal flying.

Basic airports serve a limited role in the local economy, primarily serving recreational and personal flying.



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Hawker Beechcraft

reliever. Business, community, and basic airports are designated non-NPIAS airports.

Existing Facilities

The KASP identifies eight airports in the WAMPO region.

Exhibit 6.5.1 shows the KASP designation of the key airports in the WAMPO region.

Exhibit 6.5.1: KASP Designation of Some Airports in the WAMPO Region

Airport Name	Airport Role
Hawker Beechcraft Factory	Regional
Cessna Aircraft Field	Business
Colonel James Jabara Airport	Regional
Maize Airport	Basic
Riverside Airport	Business
Wichita Mid-Continent Airport	Commercial Service
Westport Airport	Community
Westport Auxiliary	Basic

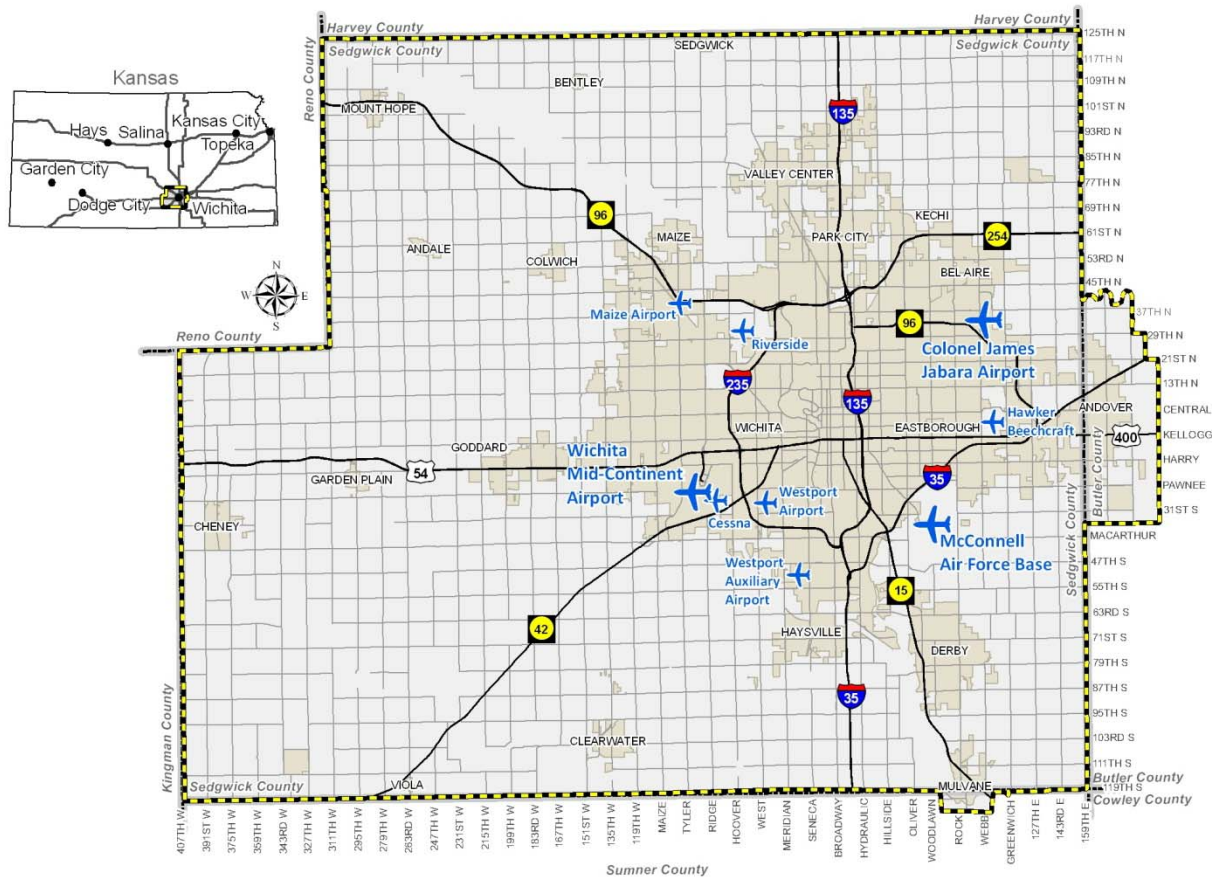
Source: 2008 Kansas Airport System Plan

Exhibit 6.5.2 shows the location of the previously mentioned airports as well as McConnell Air Force Base. Discussion of aviation for the purpose of the MTP 2035 will focus on Wichita Mid-Continent Airport and Colonel James Jabara Airport due to their significance to the region.

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Exhibit 6.5.2: Aviation Facilities



Wichita Mid-Continent Airport

The Wichita Mid-Continent Airport is a full-service airport that serves as the primary hub for air travel in the WAMPO region. The airport is located approximately five miles southwest of the central business district in Wichita and is bordered on the north by US-54/400 (Kellogg) and on the south by K-42.

Mid-Continent Airport is owned and operated by the City of Wichita. The Wichita City Council, which serves as the Wichita Airport Authority, makes final decisions regarding the airport. There is also an airport advisory board of directors. This thirteen member group provides overall guidance and direction for airport operations.



Mid-Continent Airport

Services

Mid-Continent Airport provides two types of service; general aviation (non-regularly scheduled flights) and



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scheduled air transport (regularly scheduled passenger and freight flights).

Non-stop destinations from Mid-Continent Airport

- Atlanta
- Chicago
- Dallas/Ft. Worth
- Denver
- Detroit
- Houston
- Las Vegas
- Los Angeles
- Memphis
- Minneapolis
- Phoenix/Mesa
- St. Louis

General aviation is served by specialized companies providing aircraft-related accessories, service, rental, storage, and flight training. Two general aviation manufacturers are located adjacent to the airport and maintain access agreements for the use of public facilities.

As for scheduled air transport, Mid-Continent Airport currently services seven major airlines with 12 non-stop destinations. The seven airline companies operate on a hub and spoke network and provide service on a variety of mainline and regional jet aircraft to their respective hubs. Scheduled air transport also includes freight, or air cargo, which is provided by five companies.

Historical Airport Activity

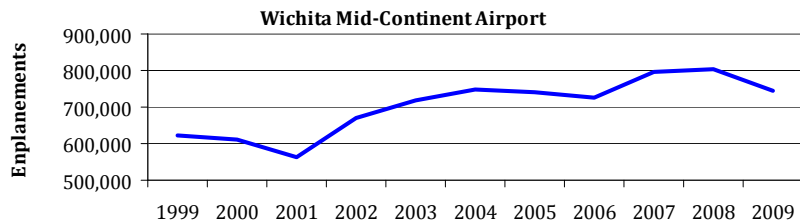
Historical airport activity data on annual passengers, aircraft operations, air cargo, and passengers by carrier for Mid-Continent Airport are available from its website (www.flywichita.com). The following information provides some historical activity at Mid-Continent Airport.

Over the past 11 years, the number of passengers that boarded commercial aircraft, or enplanements, at Mid-Continent Airport increased by more than 180,000. As shown in **Exhibit 6.5.3**, annual enplanements have generally risen after the events of September 11, 2001. However, due to the economic downturn, enplanements declined sharply in 2009.

Passenger Service Providers at Mid-Continent Airport

- American
- Continental
- Delta United
- US Airways
- AirTran
- Allegiant
- Frontier

Exhibit 6.5.3: Historical Annual Enplanements



Source: Wichita Airport Authority Activity Report 1999 to 2009.

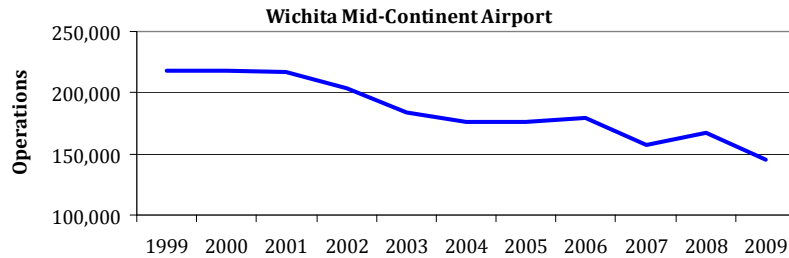
Despite the general increase in enplanements, the number of takeoffs and landings, or operations, over the same 11 year timeframe has decreased. This trend in aircraft operations indicates consistent decline in the number of

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aircrafts operating at Mid-Continent, as shown in **Exhibit 6.5.4**. In 2009, the airport had its lowest number of operations in the past eleven years.

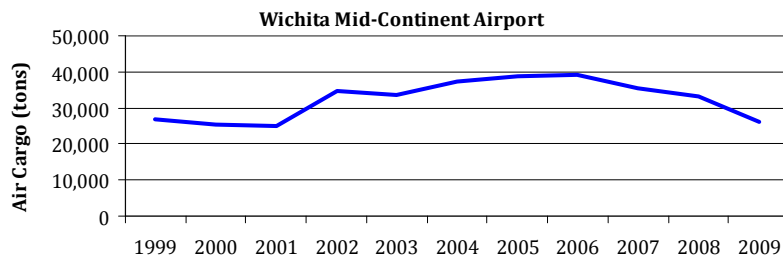
Exhibit 6.5.4: Historical Annual Operations



Source: Wichita Airport Authority Activity Report 1999 to 2009.

Post September 11, 2001, Mid-Continent Airport saw an increase in air cargo movement. This increase peaked in 2006, but has since declined. By the end of 2009, the air cargo tonnage nearly equaled the 2001 level, as shown in **Exhibit 6.5.5**.

Exhibit 6.5.5: Historical Annual Air Cargo



Source: Wichita Airport Authority Activity Report 1999 to 2009.

Forecast Airport Activity

Forecasts of passenger enplanements drive the planning for capacity increases for commercial airports. Aircraft operation projections typically identify the capacity-related needs, such as runways and terminals.

Through the MTP 2035 development process, WAMPO developed forecasts for airport activity at Mid-Continent Airport. Although the 2005 Wichita Mid-Continent Airport Master Plan includes forecasts, they were developed using 2002 base data and only forecasted demand through 2023. When the MTP 2035 was developed, there was more recent data available from the 2008 Kansas Airport System Plan (KASP) and the Federal Aviation Administration (FAA) Aerospace Forecast for Fiscal Years 2009-2025. By using



Mid-Continent Airport Sign



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the more current data, the MTP 2035 forecasts were able to account for the current economic climate.

All of the airport activities are expected to increase through 2035, but at different rates. The compound annual growth rates used to derive the 2010 to 2035 airport activity forecasts are as follows:

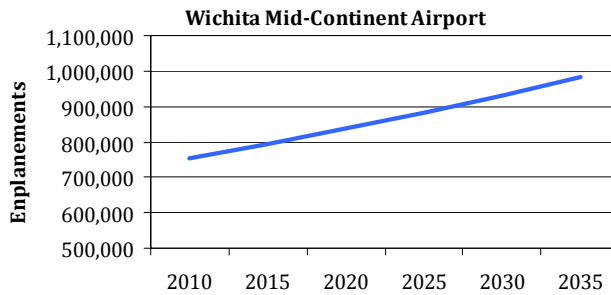
- 1.06 % for commercial enplanements (2008 KASP).
- 2.98 % for commercial operations (2008 KASP).
- 2.80 % for commercial air cargo (FAA Aerospace).
- 0.84% for general airport based aircraft and operations (2008 KASP).



Mid-Continent Airport

By 2035, close to 230,000 more enplanements are expected at Mid-Continent Airport, as shown in **Exhibit 6.5.6**. This growth is very similar to the projected growth in the airport master plan.

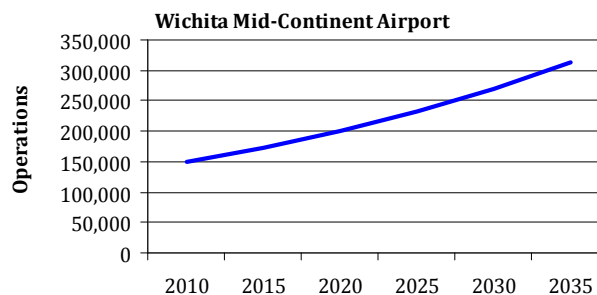
Exhibit 6.5.6: Annual Enplanements Forecast



Source: Forecast growth rate from 2008 Kansas Airport System Plan.

Airport operations are expected to nearly double over the next 25 years, as shown in **Exhibit 6.5.7**. This forecast is significantly lower than the anticipated growth in the airport master plan.

Exhibit 6.5.7: Annual Operations Forecast

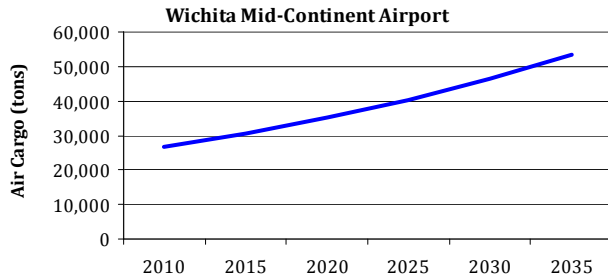


Source: Forecast growth rate from 2008 Kansas Airport System Plan.



Air cargo is also expected to nearly double over the next 25 years, as shown in **Exhibit 6.5.8**. This forecast is also significantly lower than the anticipated growth in the airport master plan.

Exhibit 6.5.8: Annual Air Cargo Forecast



Source: Forecast growth rate from FAA Aerospace Forecast for Fiscal Years 2009-2025.

Although the forecasts for operations and air cargo growth are lower than the airport master plan, they still show substantial growth following the declining trend of the past decade. It is important to remember that these projections are impacted by changes in the economy and in fuel prices, which have been unstable over the last five years. Most of the recent decline is tied to the economy. The long-term outlook for aviation growth is favorable both nationally and in Kansas, and should support growth at Mid-Continent Airport. Air carriers have reduced flights nationally in recent years to adjust for the economic downturn but are expected to increase the number of flights in the future.

The lower forecasts for operations and air cargo implies that Mid-Continent Airport will not require more than what has already been identified in the 20-year Capital Improvement Program (CIP), which is based on the higher projections in the airport master plan.

Colonel James Jabara Airport

Colonel James Jabara Airport is a general aviation reliever airport for the WAMPO region. It is located nine miles northeast of the central business district in Wichita with easy access to K-96.

Like Mid-Continent Airport, Jabara Airport is owned and operated by the City of Wichita. The airport advisory board



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of directors also provides guidance for activities at Jabara Airport.

Services

Jabara Airport provides general aviation services (non-regularly scheduled flights). Midwest Corporate Aviation is the single full-service fixed-base operator.

What is a fixed-base operator?

The primary provider of services to general aviation aircraft and operators, typically located at or adjacent to the airport.

Jabara Airport will be the new location for the National Center for Aviation Training (NCAT). NCAT will be a world-class training facility that provides students the opportunity to receive hands-on, real-world training in the areas of general aviation manufacturing, aircraft, and power plant mechanics. Classes are scheduled to begin in 2010.

Forecast Airport Activity

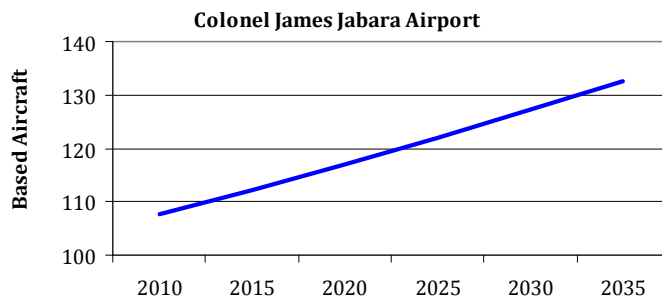
As with Mid-Continent Airport, WAMPO developed forecasts for airport activity at Jabara Airport. Using the WAMPO forecasts, airport activity at Jabara Airport is anticipated to increase over the next 25 years.

Annual based aircraft is anticipated to grow by 23%, adding 25 aircraft. **Exhibit 6.5.9** shows the annual based aircraft forecast for the next 25 years.

What are based aircraft?

General aviation aircraft that are stored and operate out of a certain airport.

Exhibit 6.5.9: Annual Based Aircraft Forecast

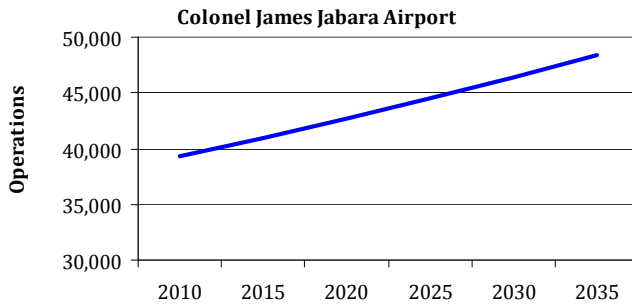


Source: Forecast growth rate from 2008 Kansas Airport System Plan.

Annual operations are anticipated to also grow by 23%, adding 9,500 operations. **Exhibit 6.5.10** shows the annual operations forecast for the next 25 years.



Exhibit 6.5.10: Annual Operations Forecast



Source: Forecast growth rate from 2008 Kansas Airport System Plan.

These growth forecasts are at a much lower pace than forecasted in the 2005 Colonel James Jabara Airport Master Plan. This lower forecast implies that Jabara Airport will not require more than what has already been identified in the 20-year CIP.

McConnell Air Force Base

In 1951, McConnell Air Force Base was activated as a military airfield. The air base currently has about 3,500 military and civilian personnel and serves as home to Team McConnell. Team McConnell is primarily made up of the 22nd Air Refueling Wing (ARW), the 931st Air Reserve Group, and the Kansas Air National Guard's 184th Refueling Wing.



McConnell Air Force Base

Staff from McConnell Air Force Base was consulted for any future planned expansions or changes in air force base activities that may have an impact on the amount of traffic generated from the facility. The staff indicated there are no changes planned with the current activities at the base.

Planned Facilities

The following paragraph discusses the planned new terminal building at the Wichita Mid-Continent Airport.

Wichita Mid-Continent Airport New Terminal Building

The Wichita Airport Authority is replacing the existing terminal with a new terminal and concourse building west of the existing terminal. The terminal concourse will include 12 gates, all equipped to accommodate both commercial transport-sized aircraft and regional jets. It will provide a



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facility that is designed for modern airline operational and security practices. The new terminal is designed to handle two million passengers annually. The design permits future expansions to support growth up to 2.4 million annual passengers. The new terminal is anticipated to be open in the spring of 2013.

Plans and Studies

Decisions on improvements to aviation facilities in the WAMPO region will be influenced by factors, programs, and recommendations identified in the following plans and studies.

Airport Master Plans

The Wichita Mid-Continent Airport Master Plan and the Colonel James Jabara Airport Master Plan were completed in 2005. Each is scheduled for an update in 2012.

Wichita Mid-Continent Airport

The current Wichita Mid-Continent Airport Master Plan forecasts activities through 2023. It highlights the airport's role in the region's transportation system. It includes a development schedule for capital improvements to meet the needs at Mid-Continent Airport through 2023.

The master plan identified \$305 million in capital needs for Mid-Continent Airport. Facilities will not be constructed until they are needed for capacity expansion or to replace or upgrade obsolete facilities. Some multi-year projects are underway to replace the existing terminal facility.

As part of the short-term capital improvements, the construction of the cargo building to meet future increase in air cargo is nearing completion.

Colonel James Jabara Airport

The master plan concept for Colonel James Jabara Airport follows a demand-based plan with projects designed to support future aviation demand of the airport. The master plan identified \$28 million in capital needs for Jabara Airport over the life of the plan.

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Funding for the identified capital improvements for both Mid-Continent and Jabara Airports will largely come from grants and Passenger Facility Charges at Mid-Continent Airport. A high percentage of the costs will be eligible for grants administered by the FAA. The source for these grants is the Aviation Trust Fund, which is funded with taxes on airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. The Wichita Airport Authority will use airport revenues to provide funding for the remaining project costs.

McConnell Air Force Base

McConnell Air Force Base is not covered in these master plans as it is owned and operated by the federal government. Due to safety and security issues, any plans for McConnell are not available to the public.

Wichita MSA Low-Cost Carrier Economic Impact Study

In February 2008, the Wichita Airport Authority funded a study¹ to determine the economic impact of AirTran Airways on the Wichita Metropolitan Statistical Area (MSA). Through the **fair fares** program, using subsidies designed to attract and retain new low-cost carriers, the low-cost carrier AirTran Airways started service at Mid-Continent Airport in May 2002. Since AirTran's presence, fares have significantly dropped while passenger traffic increased considerably. Prior to AirTran's arrival, Wichita's fares were 10th highest in the U.S. and 116% higher on average than those in Kansas City to the top seven non-stop markets.

Findings of the study indicate the broader economic impact of the low-cost carrier AirTran Airway's entrance into the Wichita market generated positive economic and fiscal impacts. During the six-year analysis period from 2002 through 2007, the quantified impacts include an average of 9,720 jobs generated annually in the Wichita metropolitan area resulting in an annual average payroll for these jobs of \$283.4 million. Benefits exceeded the cost (subsidy) of the program.

¹ *Economic and Fiscal Impact of AirTran Airways on the Wichita MSA, February 2008.*

What is the fair fares program?

A joint public/private initiative between the City of Wichita and local businesses. The program is designed to attract and retain new low-cost carriers to Mid-Continent Airport through the use of subsidies. The program started the spring of 2002.



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Regional Needs

Wichita Mid-Continent Airport

The aviation demand forecasts through 2035 for Mid-Continent Airport indicate no additional facilities are needed beyond what has already been identified in the current airport master plan. However, it is important that the region's roadway network is adequate to support the growth in airport passenger and freight movement.



Hoover Road



Mid-Continent Airport Shuttle

The increased airport activity leads to increased demand for access to airports. Roadway maintenance and improvements are needed to ensure safe and efficient movement of both the traveling public and freight. A meeting with personnel at Mid-Continent identified some improvement needs for the roadway network near the airport. These included maintenance and upgrade of the interchange at US-54/400 (Kellogg) and Mid-Continent Road, as well as other interchange locations along US-54/400 (Kellogg). They also identified that roadway improvements will be necessary on the loop road that circulates traffic around the terminal including Airport Road and Hoover Road. Closure of Tyler Road from K-42 to Pawnee Street is under consideration. Also, improvement on the section of Pueblo Drive from Hoover Road to Dugan Road is being considered.

Colonel James Jabara Airport

Similar to Mid-Continent Airport, the aviation demand forecasts through 2035 for Jabara Airport indicate no additional facilities are needed beyond what has already been identified in the current airport master plan.

McConnell Air Force Base

McConnell Air Force Base staff identified that a common concern near the base is traffic congestion due to the northbound left-turn traffic on Rock Road at the east gate. A longer left turn lane is desired at this location to decrease congestion and increase safety at this location.

Transit Services

Mid-Continent Airport is currently served by one bus route. Future plans for the bus system include a transition to a grid network design which may provide more opportunities for transit trips to the airport. Details of the



Transit Stop at Mid-Continent Airport



future transit system are available in **Section 6.3: Public Transportation**.

Recommendations

The MTP 2035 recommends the continued support, development, and operation of commercial and general aviation services in the region. One of the short-term strategies of the MTP 2035 is for WAMPO to support the work of other agencies to keep airfares, to and from the region, affordable. Other specific recommendations include:

- Support the continued growth and development of both Mid-Continent Airport and Jabara Airport.
 - Support the implementation of the current and future airport master plans.
 - Support the on-going maintenance of the airport facilities.
- Continue to promote the presence of low-cost air carriers to maintain and enhance growth at Mid-Continent Airport.
- Support roadway projects that improve regional and local access to Mid-Continent Airport, Jabara Airport, and other privately owned airport facilities.
- Promote the use of transit services to and from the airport.